HOW THEY COMPARE WITH THOSE OF

THE CHARGES IN BOSTON, PHILADELPHIA, BAL- a. m.: Each passenger, 15 squares or less, 25 cents,

TIMORE, WASHINGTON, CHICAGO AND OTHER PLACES. The persons who provide and drive hackney

coaches and cabs for public conveyance in this one city, and extort outrageously exorbitant fares from passengers, frequently complain that the rates of fare prescribed by the city ordinances are so low that they cannot gain a decent livelihood; in fact, they place themselves in the same category as the frigid teeman who coolly and continuously demands

shigher prices for his perishable commodity, of which he is always alleging himself to be "short," like a chronic "bear" in the stock market.

In order to ascertain to what extent the backney coach and cab men would be justified in their complaint, by comparison of the rates in this city with those in other cities, The Tribune has procured the legal rates from Boston, Philadelphia, Baltimore, Washington, Cincinnati, Chicago, St. Louis and San Francisco, which in almost every item show that the grasping Jehus here are permitted to charge considerably higher rates than in the eight cities just named, the chief and practically the only advantage of others over the New-York hackman being that in the four cities of Roston, Baltimore, Washington, Cincinnati, Chicago, St. Louis and San Francisco, which in almost every item show that the grasping Jehus here are permitted to charge considerably higher rates than in the eight cities just named, the chief and practically the only advantage of others over the New-York hackman being that in the four cities of Roston, Baltiman and the charge and cab men would be justified in their complaint, by comparison of the rates in this city with those in other cities, The Tribune has procured the legal rates for one or two passengers. Night rates: 80 cents for each additional 5 squares or parts of squares. Night rates: 80 cents for each additional 6 squares. Night rates: 80 cents for each additional 5 squares or parts of squares. Night rates: 80 cents for each additional 6 squares. Night rates: 80 cents for each additional 6 squares or parts of squares. Night rates: 80 cents for each additional 6 squares. Night rates: 80 cents for each additional 6 squares or parts of squares. Night rates: 80 cents for each additional 6 squares or less, and 10 cents for each additional 6 squares or less, and 10 cents for each additional 6 squares or less, and 10 cents for each additional 6 squares or less, and 10 cents for each additional 6 squares or less, and 10 cents for each additional 6 squares o men being that in the four cities of Boston, Balti-more, Washington and St. Louis an extra rate is allowed to be charged between midnight and sun-

As the different cities have such diverse methods of scheduling their rates, it is impossible to formulate a comparative table, but the reader may easily see the general difference by perusing the lists, that of this city being given first to facilitate compari-

in a cab sums not exceeding 50 cents for the first for adult passengers, each, 50 cents; children over mile or part thereof; and each additional half mile or part thereof, 25 cents. For stops of over five minutes and ot exceeding fifteen minutes, 25 cents. For longer stops, 25 cents for every fifteen minutes or fraction thereof if more than five minutes. For a stop not exceeding five minutes in a single trip. no charge.

For the use of a cab by the hour for shopping or making calls, with the privilege of stopping as often and long as may be required, or for con-tinuous riding, such rates may be made as shall be agreed upon in advance, not exceeding \$1 for the

For conveying one or two persons in a coach from "line balls" the rate shall not exceed \$2 for the first mile or part thereof, and 50 cents for each succeeding half-mile or part thereof. Every additional passenger beyond two will be charged 50

cab shall carry on his coach or cab one piece baggage, not to exceed fifty pounds in weight, without extra charge, but for any additional baggage he shall be entitled to extra compensation at 25 cents

which is fined. The critic is displayed from that he designed with the properties of the control of the control

each passenger. A mile shall be construed to mean twelve blocks of 100 numbers. Blocks are numbered by hundreds, i. e., between Tenth and Eleventh sts. numbers are 1,002, 1,004, and so on; between Eleventh and Twelfth sts., 1,102, 1,104, and so on; even though there be only twenty-five houses in each block, and the last house between Tenth and Eleventh sts. be only 1,050, the first between Eleventh and Twelfth sts. would be 1,100, the next 1,102, and the next 1,104, and so on, the odd numbers being on the north and east sides and even numbers on the south and west.

Whenever any hackney carriage not engaged by the hour shall be detained by the passenger, an additional rate of 75 cents an hour is allowed. For children between five and fourteen years of age half-price is charged; under five years no charge by hundreds, i. e., between Tenth and Eleventh

children between five and fourteen years of age half-price is charged; under five years no charge is to be made, if there is not more than one such

Matthew Trimble, Assessor of the District of TO BE TOLD TO FUTURE GENERATIONS. Columbia, furnishes the following information regarding rates of fare in Washington:

and 10 cents for each additional 5 squares or parts of squares. From 12:30 a. m. to 5 a. m.: 40 cents for 15 squares or less, and 15 cents for each additional 5 squares or parts of squares. Time rates: For or two passengers, 75 cents an hour and 26 his grandchildren the following tale: cents for each additional quarter hour or part thereof, and for three or four passengers, \$1 and 25 cents during the prescribed hours of the daytime and about 25 per cent more in the prescribed night

For two-horse vehicles, day rates: For one or two passengers, 15 squares or less, 50 cents, and 10

dren between five and twelve years half-rates.

There are 740 licensed hackney coaches and cabs in Washington. The usual hackney rates charged for a funeral are \$3.50, and the livery-stable keepers charge the same. The livery rates do not vary materially from the hackney rates when the superiority of turn-outs and service are taken into consideration. A single "outfit," without driver, may be hired from \$1 to \$1 for a week-day afternoon, and from \$4 to \$5 for a Sunday afternoon.

THE TARIFF IN CINCINNATI. Mayor John B. Mosby furnishes the following information concerning rates of fare in Cincinnati ten years, 25 cents; children under 10 years, free. Each passenger may, without additional charge

HOW IT IS IN CHIGAGO.

From the Mayor's office, in Chicago, comes the following schedule of rates bearing a fac-simile signature of the assassinated Carter H. Harrison: One-horse vehicle: One mile or less, one or two passengers, 50 cents; second and subsequent miles, for one or more passengers, 25 cents a mile; no charge to exceed per hour, 75 cents; each quarter

for one or more passengers, 25 cents a mile; no charge to exceeding half-hour or part thereof, but in case no advance agreement is made the driver may refuse to accept the hourly rate and charge the mile rate.

For conveying one or more persons any distance in a coach, sums not exceeding \$1 for the first mile or part thereof, and each additional half-mile or part thereof, and each additional half-mile or part thereof, and each additional half-mile or part thereof, accepts for every fifteen minutes. For longer stops, 28 cents for every fifteen minutes. For longer stops, 28 cents for every fifteen minutes are not exceeding five minutes in a single trip there will be no charge.

For the use of a coach by the hour for shopping or making calls, with privilege of going from place to place and stopping as often and long as may be required, or for continuous riding, such rates may be made as shall be agreed upon in advance, not exceeding \$1 50 for the first hour or part thereof, and for each succeeding half-hour or par

Mayor's Secretary William Liewellyn Saunders. of St. Louis, furnishes the following:

For the use of any licensed backney carriage for conveying one or more passengers a distance not ents a mile.

Every owner or driver of any hackney coach or 50 cents, all hackney carriages shall be entitled to charge \$1.50 for the first and \$1 for each additional

For any licensed one-horse vehicle: For one mile or less, for each passenger 25 cents; for each addi-

year round house, and all the appointments of the

house have been arranged with that end in view.

The Resor: House, as in former years, will be

THE NEW-LONDON SEASON,

New-London, Conn., May 5 (Special).-Aiready a Livery-stable keepers charge for coupes \$100 an large force is at work at the Pequot and Fort hour and for carriages \$150 an hour.

Griswold houses and surrounding cottages, getting

MEN WHO ON THE STAGE OF LIFE PLAYED

THINKING PARTS FOR MANY YEARS. In the bright days of the future, when Rapid Transit Commissioners shall be no more, when people will be carried from the Battery to Harlem in ten minutes, and when all the vexed questions of travel in this city shall be settled, some old man may tell

"Under the blissful shade of an old pine tree in Greenwood Cemetery five tembstones stand. Near a sorrowful-faced man paces up and down, first a few feet to the north and then a few feet to the south of the graves, marked by the stones, never turning his eyes from the gloomy-looking plot that incloses the hallowed ground. Strangers, as they pass, tread lightly, and with efforts restrain their tears, for they have all heard of those who he beneath the sod in that little plot. Pity and regret are depicted on the face of each one who passes, and even the murmuring winds that sigh o sadly in a graveyard become hushed when they blow by those silent tombstones. There is a similar ity in each stone which makes one think that the men who lie beneath must have had one purpo in life. On each stone is the simple inscription R. T. C. Died in the knowledge that he had accomplished nothing. Wearied and worried, he gave up his ghost. Stranger, tread lightly as you pass

"'He lived and flourished, but worked in vain.

"Then at the bottom of the stones are the follow-

"'His timely death was Rapid Transit's gain." "If any one throws off that sepulchral demeaned which the epitaph commands, the faithful guardian of these silent stones sends out his voice in warn ing to leave the dead to rest in peace. Peace, they need it. These particular graves, occupied by men whose lives were one continual scene of activity, deserve the peace that graveyards alone can give Peace, they never had it in life, and their residuary legatees say that the peace not granted to the Rapid Transit Commissioners has passed them also

"While it is rare for any one to pass those graves uninformed as to the history of the dead men, there are, however, some who have never heard of those to whom the stones stand in memory. When such a person stops and tries to think and figure wonder what it all means, the guardian of these graves, a man whose birth some say dates back to years before any of us were born, takes the on-looker aside and bids him preserve atlence and open his ears. In words that sound like the echo of some voice long since at rest, he speaks somewhat as follows:

ary records, know you that underneath those mound He the bones of men who in their day were the glery of themselves and the perplexity of the city, 'Hist! Breathe lightly; they were the Rapid Transit

"Can this be true?" the stranger replies, at the These men were appointed to give to New

cepted the commission, and in one year's time they had accomplished wonders. Rapid transit seemed to be in view, and 250,000 of the city's money was gone. Various schemes and been hit upon to solve rapid transit was still in sight, and \$10,00 of th

shall be entitled to extra compensation at 25 cents apiece.

The efficial table of distances is as follows: From Battery to 'ity Hall, I mile; to Houston-st., 2 miles; to Elghteenth-st., 3 miles; twenty avenue or seven street blocks constitute I mile, and the distance from Broadway, between Fourteenth and Fifty-ninth-st., to either the Hudson or East rivers, is I mile.

RATES OF FARE IN BOSTON.

Thomas C. Evans, inspector of carriages, sends a pambilet of fourteen pages, 7 in, by 4 in, closely printed in small type, diving minute details of the rates of fare, and ordinances regulating hackness of fare, and ordinances regulating ha

weeks further along than usual at this season of the

year.
Mr. and Mrs. Anson Phelps Stokes are constant watchers of the progress of work on their new country house. They come up from New-York on an average once a week, and for the last two months Mrs. William B. Shattuck and Mrs. F. B. Hoffman

who will soon occupy it. Mrs. Shattuck and Mrs. remain until August. Mr. and Mrs. A. R. Shattuck are now in Europe.

Among recent comers to Lenox are John B. Jack-

son, Miss Jackson and Mrs. F. J. Bissell, of Pitts-

CAB RATES IN BIG CITIES. large to be strapped on, 15 cents; no charge for A TALE OF RAPID TRANSIT. Their beautiful country place, "Sunnyside," which was occupied by Orme Wilson last season, has again been rented.

THE FLORIDA ORANGE'S RISE.

DRIVING THE FOREIGN FRUIT FROM THE AMERICAN MARKET.

IMMENSE YIELDS OF THE EVERGLADES STATE AND CALIFORNIA-THE FLUCTUATIONS OF THE TRADE.

The growth of the American orange trade has been phenomenal, and its history is full of interest. Thirty years ago the oranges consumed in this country were obtained mainly from the Mediterranean upplemented by the "sweet Havanas," which latter have since been so completely surpassed by the even more luscious Floridas, the finest oranges in the world, that they now practically exist only in emory. Only three decades ago the entire orange trade of this country was controlled by a few exensive importers, the most prominent of whom were Chamberlain, Phelps & Co., Lawrence, Giles & Co. Devlin & Rose and James Robinson & Co., of this city; S. S. Scattergood & Co. and Isaac Jeanes & Co., of Philadelphia; Daniel Draper & Co. and Conant & Co., of Boston, and Dix & Wilkins, of Baltimore. Business was then done entirely on orders, the importers sending their orders abroad every fall, at which season sailing vessels, which have since been entirely supplanted by steamships, were chartered to transport the fruit from Sicilian and other Mediterranean ports to this country; in fact. September was the month in which business

many years, but about the close of the War of the Rebellion, in 1865, the growers of Sicilian oranges. who had previously sold their crops entirely on orders, began to ship them to this country on consignment. The old importers then gradually abandoned their original methods and began to receive fruit as consignees, instead of importing it. firms entered the field and strong competition sprang up in the business, which was then profitis may be seen by the fact that a single New-York firm, in one season, realized a clear profit of

AMERICANS SUPERSEDED BY ITALIANS.

About fifteen years later the American fruit firms were largely superseded by Italians, the fruit grow ers of Sicily and the native shippers of Palermo and ther Mediterranean ports sending their sons and industry, which has been most remarkably devel-oped. Foreign growers at first ridiculed the idea reap bountiful harvests annually, but their ridicule was soon turned to regret. About that time, only single decade ago, the Florida orange industry sprang into prominence as if by magic, and the steadily increased, till now the annual crop is estinated at fully 6,000,000 boxes, and it is yearly

California has since come into great prominen as an orange-producing State, and last year supplied 2.500,000 boxes, which were distributed mainly through the West and Northwest, only a limited of the high rates of freight, it costing NN cents a box to transport oranges from the Pacific Slope to New-York by rail, while those from Florida, coming ip, are transported for 50 cents a box, giving the Florida growers an advantage of 27%;

About twenty years ago Piorida oranges began they were received mainly by firms which were not In this city, began to receive consignments of Florida oranges in 1873, and William H. Sneckner, the managing partner of the firm, says that while then sold them for \$6 a box, and was unable to get enough oranges to supply the demand. Ten years

A LOCAL BILL GIVES THAT TOWN A RIGHT TO ENTERTAIN THE CONSTITU-TIONAL CONVENTION. Saratoga Springs, N. Y., May 5 (Special).-It is not

are much delighted with their new place, and hope to | called to assemble in Albany next week, may decide to sit in Saratoga Springs during a portion of the reached Lenox on Wednesday. They will remain in the discretion of the delegates. The failure of the several days. They have leased the Shattuck the Lexow bill, granting the convention special summer and early autumn. This matter will rest power to select its location, to pass the Legislature, led many to infer that the delegates are restricted to the State Capital, but now it appears that this obstacle has been overcome by additional legislation which passed both Senate and Assembly, and recently received the approval of Governor Flower. The Lexow bill passed the Senate after the hotel keepers and merchants of Albany had attached to Livery-stable keepers charge for coupés \$100 an hour and for carriages \$1.00 an hour.

CHARGES IN BALTIMORE.

William H. Love, Mayor's secretary, of Baltimore, capy: That city has an area of thirty-two square-miles, and 23,000 population to January 1, 194, police census. There are few complaints in regard to overcharging of passengers who use public carriages. The lawful rates for backers class and conches are as follows:

For a one-horse vehicle to any point within certain limits 1½ miles apart, between 7 a. m. and till p. m. (the rate being doubled from II p. m. (to 7 a. m.), for one passenger, 25 cents; for each additional mise senger; for each additional mise as follows, the charges being doubled under the provides day rates as follows, the charges being doubled under the provides and rates of the charges being doubled under the provides day rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates as follows, the charges being doubled under the provides and rates are for the same the provides and rates are for the same to the form the following the following the following the provides and rates are follows. The provides and rates are follows. The following th ARMY NOTES OF INTEREST.

Unless a separate bill is brought before Congress providing for the grade of lieutenant-general in the Army, that litle will not be restored to the Army by this Congress, and Major-General John M. Schoby this Congress, and Major-General John M. Schofield, the cernmander of the armies now, will be retired on September 29 next year with the rank and
title now held by him. The reason for this is that
the provision in the Appropriation bill for the establishment of the grade of brevet lieutenantgeneral and reducing the number of major-generals
to one was stricken out by a suggestion from the
committee. As a result, the number of major-generals remains the same as now fixed by law, nameerals remains the same as now fixed by law, nameerals remains the same as now fixed by law, nameerals remains the same as now fixed by law, nameerals remains the same as now fixed by law, nameerals remains the same as now fixed by law, namely, three; hence, when General Howard retires for
age on November 8 next, there will be a vacancy
to be filled by the promotion of one of the brigadier-generals, and then one of the colonels will be
promoted to be brigadier-general, and so on down,
one step up for an officer in each grade. There was
a decided opposition to the provision finally stricken
out, not that the establishment of the grade was
opposed, but because the reduction of the number
would work injustice to the brigadier-generals, one
of whom would otherwise be selected to take General Howard's place upon his retirement.

The chief object in establishing the grade of brevet lieutenant-general was to give the senior major-gen eral one higher grade, but not to promote one of the major-generals by selection from merit or favoritism or political influence. Senator Proctor once proposed to abolish two of the major-generals to make one lieutemant-general. Senator Hawley wished to revive the latter grade, which was the arrangement prior to the death of Lieutemant-general "Phil" Sheridan. Senator Cameron proposed as a compromise that there should be a lieutemant-general and two major-generals, this being the simplest form of raising General Schodeld to the coveted honors and increased pay. The committee was equally divided upon the two latter propositions, one-half being willing to accept either, in fact, being practically unanimous except for Mr. Proctor, and as Mr. Proctor had the casting vote all propositions came to grief. The House Committee's proposition was peculiar in this, that the lieutenant-generalcy was to be a "brevet" only, the idea being practically to restore the grade without any increase of salary.

"Retrenchment and Reform" is the motto recently the major-generals by selection from merit or fa-

"Retrenchment and Reform" is the motto recently adopted by Secretary Lamont at the War Department. To carry out or put in full force this Democratic slogan prominence has been given to it by the publication that a score of clerks have been dropped, and that it is proposed to increase the number of those whose "services are no longer required" to at least three-score and ten. This is, as it appears in print, a large number to discharge, but the number of clerks actually on the rolls at the War Department has not been given out, although it reaches about 1.500. It may be stated that this is not positive evidence of practical economy originating with Mr. Lamont, for a reduction of force was contemplated by the previous Administration just so soon as the work of Colonel Ainsworth's division should be completed, and also some of the work in other divisions, and it was expected that this would be done last fall. ment. To carry out or put in full force this Demo-

Only a few days ago prominence was given to the reports issued from the War Department that Secretary Lamont's tour of inspection of the sev-eral commands and posts had resulted in another "step toward reform." of ordering back to their regiments several officers on duty in Washington, because the service was suffering on account of not having enough officers to drill the men and perform other duties at the posts. A few months ago Secretary Lamont revoked the details of all retired officers on college duty and filled their places with officers on the active list. Of course retired officers on such duty were entitled to the pay of officer on active field duty, and Mr. Lamont raised the point that there was no appropriation available to pay the difference between 75 per cent and the full salary of the active list. A bill of Senator Manderson, however, provides for the detail of retired officers to college duty without extra compensation from the Government, although they may accept a salary from the institutions at which they are stationed. This will enable the War Department to restore active officers to active duty with their commands. The long-pending question as to what disposition

would be made of the quarrel between Colonel William Graham and Lieutenant-Colonel Samuel B. am Graham and Lieutenant-Colonel Samuel B. Young has been settled, and in a way the solution was suggested in this column two months ago. Both officers are stationed at San Francisco, and they preferred counter-charges against each other, but the greatest sympathy was expressed for the lunior, hence there is general gratification that there will probably be no court-martial. The War Department sent a letter to each officer expressing regret at the difficulty, and urging that a reconciliation should be effected.

It seems, from the results of the many efforts made, to be difficult to secure an intrenching tool for the Army. Many of the samples submitted have been found acceptable from a purely mechanical point of view, but the tests made in the field show them to be unfit for hard service. Most of them rust or fill with dirt, or fail in some other particular, and the equipment officers are naturally in a quandary.

PITTSFIELD TOPICS.

MUSICAL FESTIVAL-GOLDEN WEDDING-CLUB-PARK-FISH.

Pittsfield, Mass., May 5 (Special).-The notable event of next week will be the May festival of the

I have a boy, fifteen years old, born in lishkill, portrait enclosed, who had the eczema so offensive that I could not stay in the room with him. The poor boy suffered the stay of the room with him. The poor boy suffered the stay of the room with him. The poor boy suffered the stay at home from school. When he put on a pair of dry stockings in the morning, they would in one hour be saturated with molsture and very offensive even in the coldest weather. The disease began to spread over its body, especially his hands and flucers. The thumbs on both his bands became stiff and as useless as two withered sticks of wood. It would be useless for me to try to tell the suffering this boy endured. I took him to two different deciors, both gave him lots of medicine, but all to no use. He grew worse, I therefore despaired of ever having him cured. One day I saw the great benefits promised to those who would use Curricus Reminus. I went right away to the drug store and bought them. However, I used them according to directions, and to-day I say truthfully to all the world, that my son is entirely cured, thank food and thank the discoverers of Curricus REMEDIES. They cared him in four weeks as sound as a gold dollar. JOHN SAVAGE.

d him in rour weeks as sound as JOHN SAVAGE, Pishkill Village, N. Y. cured him !

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